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CLASSIFICATION ~~SECRET~~COUNTRY East GermanyREPORT TOPIC Brand Airfield

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EVALUATION  PLACE OBTAINED DATE OF CONTENT DATE OBTAINED  DATE PREPARED 29 March 1954

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Brand airfield between 26 February and 7 March 1954:

26 February. No air activity was conducted at the field. There was a closed ceiling at an altitude of about 400 meters and visibility of about 1 km.

27 February. Between 8 a.m. and noon, take-offs were made in elements of twos. The sky was 8/10 overcast at an altitude of about 400 meters and visibility was limited to about 3 km. After the take-off, the elements of twos assembled in formations of fours and practiced formation flying in the vicinity of the field. The landings were made individually. Fourteen of the aircraft involved in air activity did not land at the field but headed west.

28 February. The 14 MiG-15 or U-MiG-15s which had departed on the preceding day were observed landing at 2:10 p.m. They approached from the east flying at a distance of 500 meters between the individual aircraft. After the landing, they were parked next to the other aircraft on the usual dispersal areas along the southern taxiway.

1 March. There was considerable intensive air activity. The sky was 9/10 overcast at an altitude of about 600 meters and visibility was limited to 4 km.  more than 200 flights were made. Take-offs were continuously made by two aircraft, with one obliquely behind the other. The landings were made individually and at an interval of about 500 meters between the individual aircraft. An estimated 8 to 12 aircraft were simultaneously observed aloft.

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2 March. Between 10 a.m. and 3 p.m., only little air activity was conducted by aircraft flying in elements of twos. All of the aircraft were fitted with auxiliary fuel tanks as on the preceding days. The sky was 3/10 overcast at an altitude of about 800 meters.

4 March. A few minutes after 10 a.m., 26 swept-back jet aircraft took off toward the east. The weather was cloudless. After the takeoff, the aircraft formed into 6 formations of fours. The formation climbed to such a height

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that vapor trails were observed, while the remaining two aircraft circled around the formation. After some time, the formation broke up east of the airfield and some of the aircraft flew southward, while the others headed north. Each of the two sections of the formation was escorted by an individual swept-back jet aircraft which circled around the formation and repeatedly crossed its course. West of the airfield, the two sections again assembled and subsequently landed after a flight time of one hour. At 1 p.m., 10 aircraft assembled in elements of twos. Aircraft [ ] towed a sleeve target.

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5 March. Between noon and 3 p.m., individual 20-minute flights were made by swept-back jet aircraft in the vicinity of the field. The sky was 3/10 overcast at an altitude of about 600 meters and visibility was limited to about 5 km. A total of 23 swept-back jet aircraft were observed at the field, including 24 on the usual dispersal areas and 4 alert aircraft at the end of the runway.

6 and 7 March. No air activity was observed. The degree of cloudiness changed from 2/10 to 3/10. 1

2. The vicinity of the field was more strictly guarded when air activity was intensified. On 4 March, Soviet soldiers were observed in foxholes camouflaged by fir branches at a distance of about 3 km from the field. 2 Sedan [ ] and truck [ ] moved to the airfield. 1

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1. Comment. Brand airfield is still occupied by a fighter regiment which, during the period under review, occasionally conducted intensive air activity. This air activity indicated a good status of training. [ ] The total number of 23 MiG-15s counted at the field on 5 March represents the aircraft strength of the fighter regiment.

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2. Comment. Information on reinforced guard details has also been received from other airfields. Noteworthy is the observation of a camouflaged sentry 3 km from the airfield.

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